

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY	USSR (Black Sea)	REPORT	
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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

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The Harbor

5. The inner harbor has been thoroughly cleared of all underwater obstacles that in the past hampered free movement of ships. As a result, it is now possible

25 YEAR RE-REVIEW

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for ships to maneuver in the harbor without the aid of tugs and to anchor in any part of the harbor by dropping their anchors.

6. There were approximately 78 cranes of various sizes in the port. Some of the electrically operated cranes of 12-to 15-ton capacity had all inscriptions rubbed off [redacted] 25X1
7. Sizeable stores of a variety of iron products such as rods, rails, and angle-irons, as well as trucks, tractors, tires, fire bricks, and amianthus were observed on the quays. All of the above-listed material was stored in disorganized heaps and in a generally disorderly manner and the quality of the finished goods was crude and simple [redacted] 25X1
8. Nearly all the quays had been repaired and were in a state of activity.
9. The southern part of the harbor seemed to be reserved for newly arrived merchant ships.
10. There were three floating docks. Two of them were capable of handling ships of 20,000-ton capacity; the third was smaller. All three docks were in use [redacted] 25X1
11. There were two floating cranes of about 45- to 50-ton capacity.
12. In all, [redacted] 3 tugs and about 24 lighters. 25X1
13. There were no rowboats seen in the harbor, since it is forbidden for the civilian population to row out to sea in small boats. [redacted] 25X1

#### Naval Craft

14. Prior to reaching Odessa, an "S.2.S.4. type" (possibly SHCHUKA) submarine on "patrol duty along the coast" was observed.
15. A "large" cruiser, eight or ten destroyers, "several dozen" motor torpedo boats, three or four submarines of the "CAN CLASS B-5 type" (sic), and an unspecified number of "harbor defense boats" were observed in the harbor.<sup>1</sup>
16. The motor torpedo boats were equipped with mobile apparatus for releasing anti-submarine depth charges, but had no mine-laying or mine-sweeping equipment. The larger harbor defense boats were armed with a dual-purpose gun of unknown caliber mounted in a turret on the forecastle, a machine gun of unknown caliber mounted on the bridge, and a machine gun of unknown caliber mounted aft. The bridge was protected by armor plate and equipped with a "wireless direction finder" (sic). The boats were also equipped with radar instruments which resembled the radar equipment found aboard [redacted] merchant ships. [redacted] the speed of the harbor defense boats as about 18 knots. 25X1

#### Labor Force

17. The work of loading and unloading was carried out on a 24-hour-a-day basis, but the actual work accomplished in that period was not as great as the work done in an 8-hour work period [redacted] The work was done irregularly, and the stevedores appeared both weary and reluctant workers. [redacted] the stevedores were simply undernourished and therefore neither willing nor capable of any sustained effort. [redacted] the pay of a stevedore amounts to about 400 rubles, or the equivalent of 280 Turkish lira, yet the prices of foodstuffs and articles of clothing are high.<sup>2</sup> 25X1

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Some of the prices were as follows:

- 1 kilogram of black bread.....2 Turkish lira;
- 1 kilogram of medium dark bread.....3 Turkish lira;
- 1 kilogram of white bread.....4.50 Turkish lira.

Vegetables, such as cabbage, leeks, and spinach, were considered luxuries, while meat was practically unobtainable. [redacted] ship did manage to buy some meat at a cost of five to six Turkish lira a kilogram, but with great difficulty and only after long delays. He is of the opinion that the reason they obtained the meat at all was for propaganda purposes. They were unable to obtain any sugar.

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#### Aircraft Observed

18. Bat-shaped jet aircraft were observed flying over Odessa on several occasions. Each plane left four distinct trails behind it.

#### Fortifications

19. Although no coast defense installations were observed, [redacted] such positions exist on Cape Fontana at the south of Odessa harbor and also along the coast just north of the harbor. One reason for this belief is that searchlights from the shore illuminate all ships approaching Odessa during the hours of darkness.

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#### Miscellaneous

20. All civilians who were observed were dressed poorly, even raggedly; while, in contrast, the soldiers, officers, and high-ranking officials of the port seemed both well-fed and well-dressed.

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#### Kherson

#### Trip From Odessa to Kherson

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24.

25. Just before arriving at the mouth of the Dnepr River, the islands of Berezan and Fort Nikolay and the peninsula south of these islands were observed to be well fortified; old and new gun positions and bunkers could be seen plainly.

26. Five miles further along the route on the approach to Kherson, [redacted] eight newly constructed fuel storage tanks on an uninhabited island on the port side of the ship.

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27. The island which forms the western edge of the city of Kherson, and which appears on the British Admiralty charts as uninhabited, contained a large shipbuilding establishment consisting of huge and extensive buildings, work-shops, and ways. [redacted] large floating docks of reinforced concrete being constructed there. The skeletons of some of the docks were constructed in the form of a network of steel rods. All merchant shipping was halted on the river, under the pretext of a loose mine being a danger to shipping, while one of the completed floating docks was being moved downstream. Each one of these docks allegedly was equipped with a radio transmitter.

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28. During the journey from Odessa to Kherson a warship was observed about to enter the Dnepr River. As it was already dark, details of the ship were not visible, but from the number of lights that could be seen it was judged to have been a large ship.

#### City and Harbor

29. The area south of the city of Kherson, which was shown on the British Admiralty chart as being uninhabited plain and sandy beach, was actually a forest in which workers' settlements have been built. In addition, an unknown number of canals have been dug through this forest and shipping on these canals was very active.
30. The drydocks shown on the British Admiralty chart as being located in this same area were, in reality, located some three to four miles to the east. In addition to the drydocks, there were also some floating docks in this area.
31. A large, newly built grain elevator was located in the southern part of the city. There was a quay alongside this elevator; however, the piers that are shown on the British Admiralty chart as being located here were non-existent.
32. The interior of the city was in ruins and no real effort appears to have been made to clean up the ruins. The shop windows displayed a variety of articles, food, drink, and clothing, but, on closer examination, it was noted that all articles on display were dummies made out of cardboard or wood.

#### Morale

33. Throughout their stay in Kherson the crew members noticed friction between the laborers and the officials of the port. On one occasion a laborer, on arriving drunk for work, proceeded to insult the officials by cursing them and swearing at them. The officials remained silent, but, shortly thereafter, a soldier wearing a light red uniform arrived on the scene and led the abusive drunkard away.

#### NOVOROSIYSK

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34.

#### Harbor Activities

35. Except for the wreckage in the harbor which has been cleared away, the latest British Admiralty charts showing Novorossiysk Harbor were complete and accurate. The various piers and quays shown on the chart as being destroyed are still out of order, and there was no new construction or repair of the breakwaters.

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36. About 20 to 24 motor torpedo boats were observed in the harbor. In addition, both shores of the gulf appeared to be well fortified.
37. While in Novorossiysk on the occasion of the celebration of the October Revolution holiday, a Soviet training ship of the ARKHANGELSK type (sic) was observed arriving in port. The ship's main mast and turret guns had been removed and only the casemate guns could be seen.
38. Most of the incoming ship cargoes appeared to be copper and zinc ore and timber, mostly brought in from the satellite countries.
39. It was possible for merchant ships to obtain water and fuel in Novorossiysk, but there were great difficulties connected with obtaining fuel; and, even when successful, only a small quantity could be had. [redacted] inasmuch as the fuel that was available was of very high quality, most of it was reserved for the Soviet Navy and little was left for sale to foreign merchantmen.

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## NIKOLAYEV

40. There was a large grain elevator on the right side of the port as seen from a ship entering the port. About 500 meters to the left of this elevator was an old grain warehouse, and about 700 meters to the left of the warehouse was a naval shipyard enclosed by a wall.
41. The shipyard that is shown on the British Admiralty chart as being located in the northern section of Nikolayev has been enlarged to double or even triple its original size and, like the shipyard in Paragraph 40, was engaged in the construction of destroyers. [redacted] six destroyers being constructed in this shipyard.

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## THE CRIMEAN PENINSULA

42. Numerous observation stations and searchlight positions have been observed all along the coast of the Crimean peninsula from Cape Khersones (N44-35, E33-28) to Cape Meganom (N44-47, E35-05). In addition, a "network type" radar station is located just west of Aytodor (N44-25, E34-07).
43. This shore line is under close scrutiny by the Soviet security forces and is constantly patrolled by Soviet motor torpedo boats. The merchant ships that sail in the vicinity are not permitted to approach these shores even in very bad weather.
44. [redacted] numerous planes of unspecified types landing and taking off from an airfield located northeast of Yalta.

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1. [redacted] Comment: [redacted] there were no naval ships of any kind in Odessa while [redacted] ship was there, also in December 1952. It is believed that the information concerning the presence of naval craft in Odessa, as furnished in this report, is probably more accurate, since all reports on Odessa to date indicate the presence at least of motor torpedo boats.

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2. [redacted] Comment: [redacted] various purchases in Turkish lira at the official rate of exchange of 4 Soviet rubles for 2.8 Turkish lira, all figures are quoted in Turkish lira. The official rate of exchange is 1 US dollar to 2.8 Turkish lira; however, the black market rate of about 4.5 Turkish lira for 1 US dollar is a much more realistic measure of the Turkish lira's purchasing power.

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